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FIRST FLOOR AT

WHITEAWAY'S.

## N.Y.K. "NAGASAKI MARU."

A LUXURIOUS OCEAN-FERRY.

The Nippon Yusen Kaisha's new steamer *Nagasaki Maru*, built on the Clyde for service as an "ocean ferry" between the ports of Nagasaki and Shanghai arrived in Hongkong yesterday morning. Her speed is 18½ knots and she has come out from London in little over a month. She had on board 137 passengers, 137 travelling first-class.

Another ship called the *Shanghai Maru* will shortly follow her, and these two ships will maintain the new service, the voyage between the two ports occupying about 27 hours. They are ships of 3,300 tons and a displacement of 5,150. Each ship is 410ft. in length over all, 54ft. in breadth and 32ft. in depth. Each ship has accommodation for 157 first-class, and 200 third-class passengers.

Mr. K. H. Kamei, Manager of the Nippon Yusen Kaisha in Hongkong invited representatives of the local Press to a luncheon on the *Nagasaki Maru*, and guests were shown over the vessel, which is a miniature Atlantic liner in all respects—speed, mechanical equipment, and luxurious equipment.

### HER MACHINERY.

These two steamers have been built under Lloyd's special survey and comply with all the latest Board of Trade requirements for passenger ships. The doors of the watertight compartments are operated from the navigating bridge, so that the Captain can have instantaneous control over the entire system. The vessels are driven by twin screws worked by single geared reduction turbines of the Parsons type, which reduce the vibration of the engine to a minimum, and thus ensure the comfort of the passengers. There are ten Scotch boilers working at a pressure of 200 lbs. The steamers are fully equipped with modern life-saving appliances. All life boats are worked by mechanical davits and motor winches. There is a set of emergency electric generators on the Boat Deck in addition to three powerful sets for ordinary use, and can be used at any time to supply electric current for wireless telegraphy, lighting, pumping, etc.—a most valuable asset in the event of accident. Precautionary arrangements for fire prevention are perfect. There are a number of fire-proof bulkheads and doors dividing the whole living quarters into many smaller sections. Each section is fitted with fire-extinguishing apparatus of the latest pattern. In regard to wireless installation, sanitary arrangements, and other equipment, the ships are in no particular behind any of the newest Atlantic liners.

### PASSENGER ACCOMMODATION.

The utmost attention and consideration has been given to the arrangement, construction and furnishing of the public rooms and the staterooms, so as to give passengers the maximum of comfort and convenience, the greatest satisfaction, and even luxury. All parts occupied by passengers are specially well ventilated, and lighted. Perfect taste has been displayed throughout in the matter of style and decoration. The steamers will carry only two classes of passengers—first and third. The first-class accommodation is amidships. The public rooms include a large dining saloon, a spacious social hall as well as a comfortable smoking room and a bar. The other features are a verandah cafe, and an inquiry office, and unusually ample space is devoted to the recreation and exercise of passengers. The dining saloon is situated on the awning deck forming the front part of the erection and has a large number of windows on three sides, admitting a plentiful supply of light and air. A large well, opening into the social hall above, is surrounded by highly decorative bronze railings. The panels are painted in a soft shade of grey with mouldings picked out in white, after the manner of the exquisite "Petit Trianon" of Versailles. These, together with the very fine and appropriate furniture of the apartment give the saloon a refined and elegant appearance. The colour scheme of curtains, etc., adds much to the beauty and attractiveness of the room.

The social hall is excellently planned and elegantly furnished, the colour scheme being similar to that adopted for the dining saloon. There is a marble chimney-piece with an electric "magical fire," surmounted by a fine mirror in an ornamental gilt frame. The furniture, which is designed to afford comfort as well as aesthetic pleasure, is in the refined "Period" style, and includes a semi-grand piano.

Generally speaking, both the dining saloon and social hall are in the style of the Louis Quatorze period. The former room has as a character feature a very quiet and peaceful aspect, depending for this effect upon good proportions and refined detail in decoration, whereas the latter room are treated on brighter lines, so as to produce an air of cheerfulness and sociability.

The smoking room on the promenade deck is paneled in French walnut, similar in style to that which prevailed in England during the "William and Mary" period, having a slightly Dutch influence in its detail. The centre of the room is high and has a segmental plaster ceiling with a large decorative wrought-iron and glass skylight. Sofas, easy chairs, card tables, all of the good "Period" style, and a very handsome chimney-piece with embellished carvings, etc., complete the furnishing and lend much to the restful effect of the room.

A verandah cafe, comfortably equipped with wicker chairs and settees adjoins the smoking room.

The entrances and staircases are paneled with dull-polished, light-coloured French walnut. The handsome wrought-iron railings of highly artistic design with

(Continued on foot of next column.)

## S.S. "HOISANG" AGROUND.

SPRINGS A LEAK AND NOW ON THE SANDBANKS.

HOLDS FULL OF WATER AND VALUABLE CARGO DAMAGED.

The well-known river steamer *Hoi Sang* encountered heavy weather on Wednesday night and sprang a leak. She was in grave danger of foundering, so her skipper, Captain J. A. Wollacott, decided to run the steamer on to the sandbanks in the West River. Her passengers were transferred to the river steamers *Chung On* and *On Chai*. The holds of the stranded steamer are water-logged and a quantity of valuable cargo has been damaged.

The s.s. *Hoi Sang*, which was formerly on the Hongkong-Canton run, came into prominence last July during the disturbance in Canton. On Monday, July 10th, she was fired on by the forts in the West River—an incident which caused some excitement in Hongkong. The vessel belongs to the Woo Fat S.S. Company, and recently she was chartered by the Lee Hong Company to run between Hongkong and Wuchow, a journey of some four days' duration up the West River. She left Hongkong on her outward journey at 6 p.m. on Tuesday, carrying some fifty or sixty Chinese passengers and about \$30,000 worth of cargo, principally yarn. When off Ling Ting she encountered rough weather and high waves swept her fore and aft. She is a wooden vessel and when about three and a half hours' out from Hongkong her seams opened up in an alarming manner and water began to pour into the holds. The pumps were set to work and were kept working for eight hours, but despite the efforts of the crew the water in the holds increased and shortly after 5 a.m. on Wednesday the vessel was practically water-logged and in grave danger of foundering. It was impossible to cope with the situation and the only way to save her was to run her on to the sandbank, named Lung Tan Ma, in the neighbourhood of Wang Mun, where she now lies on an even keel with the sea sweeping her tween deck at high tide.

Distress signals were flown from her mast head, but no vessel hove in sight until nine hours later, when the *Chung On*, on her return journey from Wuchow to Hongkong, was sighted. She was able to get within 100 to 200 yards of the *Hoi Sang*. Fortunately the water was calm and the rescue of those on board was not difficult. Two lifeboats were lowered from the stranded vessel and these were filled with passengers. A lifeboat was also lowered from the *Chung On* and within the hour 48 passengers, together with their luggage had been transferred to the *Chung On*. While this work was proceeding, the s.s. *On Chai*, bound from Hongkong to Wuchow, came in sight and she also dropped anchor close to the scene. A number of the stranded passengers decided to continue their journey to Wuchow by this steamer, and they were accordingly transferred back to the *Hoi Sang* and from there taken by lifeboat with other passengers to the *On Chai*. Included in the passengers were a number of women and they appeared to suffer considerably from the cold wind which was blowing. The comrades and the pilot of the *Hoi Sang* were the last to be brought on board the *Chung On*. Shortly after 3 p.m. this vessel left the scene of the stranding and continued the journey for Hongkong, which was reached at 6 p.m. on Wednesday.

The stranded *Hoi Sang* is now in no immediate danger of sinking, as her Captain and crew have remained on the steamer, pending investigations as to salvage. She is a vessel of about 450 tons gross weight and for many years past has been well patronised by Chinese, journeying backwards and forwards to Canton. The *Hoi Sang* is insured as is also her cargo.

The s.s. *Chung On*, which brought the story of the stranding into Hongkong belongs to the Sai Hong Company. Her skipper is Capt. J. S. Lewington.

dull-polished bronze handrails are the distinctive features which make the entrance hall extremely pleasing to the eye.

There are various kinds of staterooms, including an en-suite set, single berth, double berth and four berth cabins, etc., with different passage rates, thus offering a wide choice of accommodation to passengers.

The rooms en-suite consist of a sitting room, a bedroom and a dressing room. The fittings and furniture in these rooms are in the best artistic taste and design. All the staterooms are completely equipped and thoroughly fitted with the sole object of creating a domestic atmosphere and giving home-like comfort to the occupants.

A remarkable improvement is introduced in the third class accommodation. Every attention has been paid to making it spacious and the efficient ventilation and lighting, and complete sanitary arrangements, are notable features of this accommodation. Independent dining, smoking and bar rooms of European style are provided in addition to a public room with matted floor, supplied with chess boards and other means of amusement—a la Japonaise.

Mr. Kamei made an interesting speech at the luncheon yesterday in which he referred to the origin and development of the Nippon Yusen Kaisha, and its present services to all parts of the world, and pointed with legitimate pride to the *Nagasaki Maru* as illustrating the high standard of service at which the company aimed in catering for the convenience and comfort of the travelling public.

A toast to the continued prosperity of the Nippon Yusen Kaisha and the health of Mr. Kamei, proposed on behalf of the guests by Mr. B. A. Hale, and supported by a Chinese guest, was cordially received.

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L. S. HOANG  
Hongkong, October 2nd, 1922.

## DAIRY FARM NEWS.

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## THE "SUI AN" PIRACY COMMISSION.

## HOW THE CAPTAIN'S LIFE WAS SPARED.

## MORE ABOUT THE MYSTERIOUS WOMAN-PASSENGER.

The Commission appointed to inquire into the piracy on the Hongkong, Canton and Macao Steamboat Co.'s s.s. *Sui An*, on November 10th, and to consider whether the existing precautions against piracy are adequate and efficient, held another session in the Legislative Council Chamber yesterday afternoon.

The Chairman (Mr. J. R. Wood) presided, and the other Commissioners present were: the Harbour Master (Commander C. W. Beckwith, R.N.), The Hon. Mr. C. McI. Messer, Capt. Lake, and Mr. H. P. White.

Mr. W. E. L. Shenton appeared for the Hongkong, Canton and Macao Steamboat Company, Mr. E. Davidson, under the instructions of the Marine Officers' Guild, for the officers of the *Sui An*; Mr. H. K. Hung for the Comprodores, and Mr. H. Lyson for Mr. Hawthorne and Mr. Mrs. and Miss Pearson.

## "WE WILL SHOOT DOWN EVERY FOREIGNER."

Mr. A. Mello, a passenger who could speak Chinese, gave the Commission some more information about the mysterious woman passenger. He said (speaking with extraordinary rapidity and animation) that after the pirates took possession of the ship he was in a cabin from which he could see through one of the grills. He saw there, on one occasion, a pirate wearing white silk socks or stockings and a dark-brown fur coat. "She" had two revolvers, one in each hand. It was dark, but one of the pirates with her was holding one of the ship's lanterns. She said, "Bring the key, or we will shoot down every foreigner." She was wearing a mask—a handkerchief with two eye-holes torn in it. She was about 5 feet 2 inches in height and he thought, by the shape of the body, that she was a woman. In fact, he said to another passenger, "Take notice of that lady." Just then she looked in his direction and he was afraid she would shoot him. The pirates at this time were intent on finding the purser and getting the key of the safe from him. Some one suggested that the key should be given to them, and when the pirates were not in the cabin, the key was put on the table. The pirates returned, and witness pointed to the key and said, "I don't know whether this key is the one." They forced him to open the safe; though "I didn't want to do it," the witness added. He did not see the woman among the passengers before the piracy.

The Chairman: What dialect did she speak? Witness: I should say, Cantonese. She was pretending to speak Hakka, but she could not speak it properly.

## PIRATES IN POSSESSION OF HONGKONG HOTEL KEYS.

After this the pirates took him with them to help open the comprodores' safe. They gave him a lot of keys to try; some of them (the witness added, with a laugh) were Hongkong Hotel private room keys.

The witness went on to relate that some of the pirates who were near the comprodores' safe took him for the long-sought purser and sought to do him a mischief but those who had brought him there spoke, on his behalf, and said, he was their good friend, putting him on the back.

## TWO CORPSES.

He was next taken to Captain Birss as the pirates wanted him to give up a key if he had one. On the way he saw two human forms covered with matting and four feet sticking out. He took them to be the two Indian guards who were shot. They then reached Capt. Birss who was lying on the deck.

"I said to the pirates," continued the witness, "You shot him!"

He shot us first, they replied. "We shot in self-defence. They wanted the key of the comprodores' safe from the Captain and I translated that to the Captain. They shook him roughly to rouse him. The Captain was only half-conscious and said something to the effect that he had never done the Chinese any harm and he did not see why they should kill him. To save the Captain from further rough treatment, I translated, this as, 'He hasn't got the key.'"

## "TOUCH-AND-GO" FOR THE CAPTAIN.

"At this time," continued the witness, still telling his story at almost breathless speed to an intently-listening audience, "I saw a searchlight on my right, like the Green Island light. The pirates lifted up the Captain. For the moment, I did not realise what they were about to do."

"Then I said, 'What are you doing?' He has to die now," replied one of the pirates, coolly, 'so we might as well chuck him overboard.' We don't want any corpses about."

"I argued them not to throw the Captain overboard and said to them that he was only wounded in the shoulder. 'You came here to rob, not to kill people,' I added. 'Suppose we leave him; what shall we do with him?' asked one of the pirates. I suggested putting him in a cabin; they agreed and I helped to carry him there. If the cabin I was putting a cushion under his head but some of the pirates wanted it as a booty and the Captain had to lie on the bare boards."

## A LANDSMAN AS STEERSMAN.

Mr. J. Ridgeon, a passenger, related that he was forced by the pirates to steer the ship for over two hours—just after the affair began—although he protested that he knew nothing about navigation. Passing Cheung Chau, the island was on the right. They went outside Lamma and he saw the light of Aberdeen.

## "A WOMAN'S VOICE."

Mr. D. K. Kharas gave it as his opinion that the pirates were out of the control of their leaders during the first half-hour and were greatly excited. He heard a woman's voice amongst the pirates' party. The pirates would not accept silver articles; he was searched eight times and later tied up near the cargo porta. He feared that it was intended to take him and hold him to ransom. All the booty was brought to the cargo porta ready for removal later.

## THE INDIAN GUARDS SURPRISED.

Mr. Ernest Holmes, chief officer of the *Pheumphen*, gave a word picture of the beginning of the affair. He heard shots and saw the two Indian guards on the boat deck struggling to get their rifles which they carried slung behind them. They were both standing together at the time. Three Chinese came from aft, running. He thought it was a case of men pursuing a thief. He saw the Indians fire and saw that the Chinese were armed. They passed the guards, who pursued them. As the men crossed to the port side the witness went to cross the alleyway to see what was happening. He found this filling up with passengers who were being driven there by pirates. It was about three minutes before the pirates arrived, on the heels of the crowd of passengers. Later, the pirates were looking for a steersman and he "more or less volunteered" to steer the ship.

## ROBBERS MASQUERADING IN STOLEN PLUMES.

"Did you see a woman?" the witness was asked. "Two robbers came on to the bridge dressed as women," Mr. Holmes replied. "They had skirts and hats. I thought they had taken them from the passengers. Another robber had a fur coat which I remembered having seen on one of the passengers."

Hon. Mr. Messer: Were they European hats? Witness: Yes, straw hats with feathers.

Can you support the story that the leader was a woman?—I thought I saw some one very much like a woman on the bridge. She was talking to the pirates there.

Did you see any woman when the pirates left the ship?—No, I only looked over once, and I was fired at, so I did not look again.

## SHIPS THAT PASSED IN THE NIGHT.

"We must have passed close to a revenue cruiser during the night," the witness added. "She was quite close to the western side of the bay where the pirates disembarked, and we saw her when we came out. The pirates said we could 'carry on' at 7 a.m., and they had all left the ship by then, although it took them about an hour to get all their booty aboard the sampans."

Commander Beckwith: Did you pass close to Wai-yan?—Quite close to it. It was on the port hand.

How did they take her in to Bias Bay?—They seemed most anxious. They had a light which they flashed from the bridge but I saw no answering signal from the land. They fired two shots every now and then.

Mr. Shenton: Did you pass close to Cheung Chau?—Yes, I thought we were going ashore there. Would it have been possible for people on the land to see you?—Oh, quite easily. We could see the lights of the house. The junks, at any rate, must have known there was something wrong from the fact that we showed no navigating lights. We passed at least 100 junks quite closely—the whole fishing fleet.

Similarly, you should have been seen from the Customs House at Shamnet?—If they had been keeping a good look-out they could have seen. Besides, we were in the neighbourhood for more than an hour while the pirates were getting the stuff away.

This witness also gave the Commission the position on the chart of the *Sui An* at various times during the night.

## EVIDENCE BY MR. T. K. KING.

Mr. T. H. King, Deputy Superintendent of Police, Kowloon, gave an account of the arrival of the *Sui An* in Hongkong Harbour. He was not the officer responsible for the carrying out of the Piracy Regulations. He examined the ship's grills; those on the lowest deck showed signs of frequent use, but the locks did not show signs of use. There were padlocks on them, but they did not appear to have been used. He did not see any keys for the padlocks. The grills on the saloon deck showed signs of having been used and of having been locked. The grills on the bridge deck did not show any signs of having been shut or locked, the paint was fresh and unscratched. The two grills after those were in the same condition.

The Chairman: Do you know anything about a warning given by the Police Department to the shipowners or masters of ships about piracy and about carrying out the Regulations?

The Witness: Generally!

The Chairman: Recently?—Not this year, sir. I have known of the Police giving officers of ships warning of information that has come to them.

I do not mean of pirates likely to occur, but warnings arising out of inspections?—I have just seen such a case reported in the Press, but such a case is not within my knowledge.

In reply to Commander Beckwith the witness said that Indian guards were often ex-soldiers, and such men were chosen as far as possible for the more important ships. He did not know how many had carried out musketry training. He could not say who decided their posts during the voyage.

Hon. Mr. Messer: Can you speak as to whether these Piracy Regulations are of any use at all?—I think they are of use, as a deterrent rather than as a remedy.

If these Regulations were carried out properly, would they not deter pirates from attempting to take ships?—Yes, in my experience they go to a ship where there are no piracy precautions.

The Chairman: If every ship took precautions, you think the pirates would go out of business?

## THE DEFENCE OF SHIPS.

Captain Lake: A mariner is not necessarily of a militant nature—are any steps taken by the people responsible for the Piracy Regulations to instruct him and point out the most effective manner in which he can use these defences?—That I cannot say.

Or whether these defences are in the most effective places?—I think that rests chiefly with the Government Marine Surveyor.

Captain Lake: Suppose the Government Marine Surveyor has no military knowledge?

Hon. Mr. Messer: The Head of the Harbour Office is a Naval Officer.

Mr. King: Ships vary in construction and it is impossible to lay down hard and fast rules as to where the guards should be. My impression is that it is left chiefly to the Captain and officers of the ship to decide. I doubt whether the subordinate police officers who carry out the inspections would be the best persons to advise.

Captain Lake: But between them the two might devise something?—I think that might be so.

The Chairman: One of the Regulations says that cargo must be stowed away in holds where the passengers cannot get at it without the consent of the Master. Is it the responsibility of your Department to see that Regulation carried out?—No, sir; I don't regard it as such.

The Chairman: The Harbour Master suggests that you may like to reconsider that answer?—Such cargo should be brought to the notice of the Captain.

Have the Police Department any responsibility to do so?—Where they find breaches of the Regulations, certainly.

Mr. Shenton: It is asking rather a lot to expect the navigating officer to take over the defence of the ship?—It is a matter of preventing access rather than defence.

It is left entirely to the navigating officers to decide upon the mode of defence, with no assistance whatever from the higher officers in the police?—A sub-inspector outlines their duties to the guards.

In further answers the witness said that if the Piracy Regulations had been carried out he did not think pirates would have visited the ship.

Mr. Shenton: Which do you refer to particularly?—I am referring to the grills.

More than has been done is not actually called for?—No, but the grills are there to be shut.

You are aware that so far as the grills are concerned, the Regulations were carried out on this ship, so much so that the pirates could not get through some of the grills. According to the Regulations there was no call for the others to be locked. What other particular Regulations have you in mind?—If the Regulations had been carried out, I do not think the ship could have been surprised as it was.

Further pressed to name a particular Regulation which had not been carried out, the witness said he thought it had been proved that the grills between the third-class and the rest of the ship were not locked. Mr. Shenton replied that he did not think that had been satisfactorily proved.

Mr. King: The reports of people on the ship led me to believe that there was access all over the vessel.

Hon. Mr. Messer: The position of the grills is, I think, important. The grills are two guards down below, which should not be the case. I think a letter has gone to the Company telling them so.

In reply to other questions the witness also said that he first heard of the piracy at about eleven o'clock on the Monday morning, but he believed Mr. Wolfe knew of it some time before that. Mr. Wolfe was also aware that the ship was lost. The Police at Cheung Chau were not there as a Naval look-out, but purely for land duty. The police had no instructions to report the passing of the *Sui An* boat.

After hearing the evidence of some Chinese passengers, the Commission rose for the day.

## BOMBS IN COURT.

## TWO MEN CHARGED WITH UNLAWFUL POSSESSION.

Two bombs were produced for Mr. Lindell's inspection yesterday afternoon at the Magistracy and they were described by Mr. E. B. Dovey, the Government Analyst, as being dangerous within a considerable radius.

The case is one in which two men were discovered in Gough Street at 11 p.m. on November 23rd in possession of the two bombs and a tin of kerosene oil.

Two charges were preferred against the suspects. Under the Arms Ordinance they were charged with having in their unlawful possession the two bombs. Under the Explosives Ordinance they were charged with unlawfully having in their possession, or under their control, certain explosive substances and one tin of kerosene oil, under such circumstances as to give rise to a reasonable suspicion that they had them for an unlawful object. The second defendant was also charged with unlawfully having in his possession two revolvers, one of which was loaded in five chambers.

Mr. Dovey's evidence showed that the bombs were made of ordinary sticks of dynamite with fuses and detonators attached. To the end of each fuse was attached a joss stick which would smoulder for about a quarter of an hour before the fuse would be lighted. A quantity of broken glass was found in each bomb.

In searching two houses in Yau-mai, where the two defendants lodged, Sergeant Rosekwy told the Magistrate he found a quantity of broken glass in a refuse tin of one of the houses which was similar to the broken bits of glass found in the bombs. In the other house he found the two revolvers.

The Magistrate could not refrain from smiling when he asked Sgt. Stinson (the Police Officer in charge of licensing of dangerous goods at the Central Station) if the defendants had licenses to carry bombs. The Sergeant replied, amidst laughter, that he could find no trace of such a record.

At the conclusion of the evidence his Worship ordered both men to be committed to the Criminal Sessions for trial.

## AMERICAN MARINES AGAIN IN COURT.

## ANOTHER CHARGE PREFERRED AGAINST THEM.

At the Magistracy yesterday, Mr. Lindell resumed the hearing of the case in which 1st Sergeant Joseph Flanador, Corporal John Joseph Montgomery, Private Frank Van Ahley, and Private Charles Henry Bythway, all American Marines of the U.S.S. *Helena*, are charged with obtaining three rolls of silk from a Chinese shopkeeper of Jervois Street, by false pretences by tendering in payment Russian notes which they said were American notes, and with stealing a gold ring from another shopkeeper of 204, Queen's Road.

The defendants pleaded "not guilty" to both charges on the previous day and when the case was called yesterday morning, the Magistrate (Mr. Lindell) said that another charge had been preferred against the defendants. This related to obtaining four gold rings by false pretences from a shopkeeper at 306, Queen's Road Central, by representing that Russian notes were American notes.

The defendants then pleaded "not guilty" to this additional charge.

The charge of obtaining the silk by false pretences was first taken.

The first witness called was the accountant of the piece goods shop, No. 68, Jervois Street, who said that the four defendants came into the shop in uniform and said they wished to buy some rolls of gauze silk. They selected three rolls, one yellow, one grey and one coffee coloured. They wanted to buy all the yellow, roll, a yards of the coffee and 10 yards of the grey—\$80 in all. Two notes were given him by the first defendant which he thought was \$50 gold. The men left the shop with the silk and a foki went to change the notes. The foki returned with the notes and said they could not be changed. A search was made and the defendants were found in Bonham Strand. They had no silk in their possession. This search lasted about half-an-hour. The men were followed and they were seen to enter another silk store in Possession Street, where they tendered some similar notes. Witness warned the shopkeeper and the notes were refused. The men would not go to a money changer's. In the meantime a Chinese constable had been called. The defendants then walked up into Queen's Road with the constable watching their actions. He later blew his whistle and other police arrived and the men were arrested.

Other evidence was subsequently called and the case was again adjourned.

## SPORTS.

## FOOTBALL.

## KOWLOON v. KING'S REGT.

The following have been selected to represent Kowloon tomorrow (Saturday), in this first division match at Soekunpo, kick-off at 4 p.m.:—Woodman, Wheeler and Knight; Morrison, King, and McKelvie; Clemo, Mason, Pasco and Duncan A. Coombs. Reserve: Millard.

## KOWLOON v. KING'S REGT.

In this 2nd division match on the Kowloon ground at 4.15 p.m. to-morrow (Saturday) the home team will consist of Rasmussen, Blagden and Duncan; G. Banner, Oliver and Hooper; Hart, Ferguson, Sperry, Payne and John B. Brevor; Easterbrook.

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UNDERWEAR

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## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]GERMANY'S OBLIGATIONS.  
SUGGESTION BY BRITISH CHAMBERS OF COMMERCE.

London, December 6th.

The executive of the Association of British Chambers of Commerce have submitted a resolution to the Premier, in which they urge the granting of a moratorium; an international loan to Germany; the fixation of a reasonable indemnity; international control of the German customs, in order to supervise the imposition of an import and export tax, to pay interest and amortisation of the loan; and the earliest withdrawal of the military occupation.

## CONFERENCE OF ALLIED PREMIERS.

## AGREEMENT TO BE REACHED PRIOR TO BRUSSELS CONFERENCE

London, December 6th.

Premier Mussolini, (Italy) will arrive at Paris on Friday, in order to converse with Premier Poincaré prior to proceeding to London to attend the conference of Allied Premiers at the week-end, at which a common agreement must be reached before the Brussels Conference can be called.

In any case, the Brussels Conference is not likely to open before the British Parliament rises on December 15th, in order to enable Mr. Bonar Law to attend.

## COMPANY PROMOTERS ARRESTED.

## FAR EASTERN COMPANIES MAY BE INVOLVED.

London, December 6th.

Edwin Alexander Enever, Director of a number of companies, who is believed to have promoted some companies connected with the Far East, and William Henry Bennett were charged at Westminster Police Court, with conspiracy to defraud. Bennett was remanded on bail of £1,000. Enever refused bail.

The Magistrate remarked that large sums appeared to be involved.

## ANGLO-AMERICAN DEBT FUNDING NEGOTIATIONS.

## SIMILARITY OF INTERESTS SUGGESTED.

Washington, December 6th.

The similarity of interest between Great Britain and the United States, in debt funding negotiations, is suggested in the testimony of Mr. Wadsworth (Assistant Secretary to the U.S. Treasury and also Secretary to the Debt Funding Commission) before the recent secret session of the House of Representatives Appropriations Committee.

In his evidence, which has just been published, in connection with the report on the annual Treasury Supply Bill, Mr. Wadsworth indicated the advisability of settling first with Great Britain, suggesting that when this is completed both Governments will have the same interests, as creditor nations.

## INTERNATIONAL COMMISSION ON RULES OF WARFARE.

## DUTCH REPRESENTATIVES APPOINTED.

The Hague, December 6th.

M. Struycken, Councillor of State, and Professor van Eysinga have been appointed to represent the Netherlands at the International Commission of Jurists, who are to revise the rules of warfare at The Hague, on December 11th.

The Communist deputy, Wynkoop, in the Second Chamber, asked to be allowed to interpellate the Government on its attitude towards the Congress of Peace, to be held under the auspices of the International Federation of Workers at The Hague, next week. The request was rejected by 60 votes to 13.

## ATTACK ON GERMAN EX-CHANCELLOR.

## TWO YOUTHS HEAVILY SENTENCED.

Berlin, December 6th.

Two youths named Huster and Oelschlaeger, have been sentenced at Leipzig to ten years' penal servitude for throwing petrol at ex-Chancellor Scheidemann, at Cappel, last Whitsunday.

## EARLIER CABLES.

THE STRAITS DISCUSSION.  
VARIOUS SUGGESTIONS REGARDING CONTROL.

LAUSANNE, December 6th.

In a speech before the Straits Commission, Lord Curzon proposed firstly an international zone and secondly an international commission for control of the Straits composed of representatives of France, Britain, Italy, Japan, America, Russia, Turkey, Rumania, Bulgaria and Greece, the Turkish representative to be permanent president.

Details of the working commission and the question of whether the League of Nations should participate in it, will be reserved for further consideration.

The resumed discussion on the Straits lasted about two hours.

Lord Curzon, M. Chicherin, Ismet Pasha and Mr. Child spoke, after which the commission adjourned until Friday.

## ALLIED PROPOSALS.

LAUSANNE, December 6th.

Lord Curzon in his speech before the Straits Commission said M. Chicherin was claiming to make the Black Sea a Russian lake, with Turkey the faithful guardian of the Straits.

The Allied proposals comprised complete freedom for merchantmen in peace or war, when Turkey was neutral, and complete freedom for neutrals when Turkey was belligerent, with Turkey having the right of search.

Warships should have a free passage through the Straits in peace time, with certain reservations regarding their number and tonnage.

There would be the same freedom of passage, with some restrictions, in wartime, when Turkey was neutral.

When Turkey was belligerent there would be complete freedom of the Straits for neutral warships under the same limitations, and also be certain restrictions as to the length of time the ships might stay in the Bosphorus or Black Sea.

## POLICY OF AMERICA.

Mr. Child, on behalf of the United States, said the American policy stood for complete freedom without privilege for mercantile trade, such freedom to extend to neutral ships both in wartime and peace time.

Nothing should be done which would prevent the Black Sea countries being accessible to the commerce of the world, and neutral commerce must be uninterrupted in wartime.

The United States desired five access to every free body of water in the world, and would not be satisfied unless American warships were enabled to pursue peaceful errands wherever their citizens or ships might go.

## RUSSIA'S REAPPEARANCE AS A NAVAL POWER.

London, December 6th.

The Times correspondent at Paris reports that the French decision to ratify the Washington Treaty is not likely to be hastened by the admission of the Russian delegates to the discussions on the freedom of the Straits at Lausanne.

It is pointed out there that the reappearance of Russia as a naval power presents unforeseen difficulties. There is nothing in the Washington Treaty to limit the naval armaments of Russia. If, therefore, the question of the Straits be decided contrary to Russian desires and Russia consequently determines to increase her naval strength, she will be free to do so, and it is suggested that this may be seized upon by the other Powers as a pretext for breaches of the Washington agreement.

It is contended that a new situation has, therefore, arisen which must carefully be considered before France ratifies the Treaty.

The Times, for example, suggests that either the Treaty should be ratified with reservations enabling the signatory Powers to modify their programmes in accordance with the new situation created by the reappearance of Russia as a naval power, or the Washington Treaty should be renounced and an effort made to negotiate a wider treaty including Russia.

## HOSTILITIES IN BULGARIA.

Sofia, December 6th.

A detachment commanded by the War Minister has reoccupied the town of Kustendil, without resistance.

## ANTHRAX CONTROL.

## DISINFECTION SCHEME SUGGESTED.

London, December 6th.

The International Anthrax Commission has passed a resolution, including the agenda for the next conference and the International Labour Office draft convention, requiring the hairs and wools used in brush-making and upholstering in the textile industry to be disinfected before being handled industrially, except where the country of origin is included in the schedule of countries where the danger is slight or the material is effectively disinfected before shipment.

Sir Charles Oliver, representing Australia, suggested that the wool might be disinfected at a Liverpool station on behalf of the countries which were not prepared to erect their own stations.

The Chairman, Sir William Middlebrook, said they did not desire to impose compulsion to send the goods to Britain, but thought he could assure the meeting that there would not be any differentiation in the charges to one nation.

## WORK FOR BRITAIN'S UNEMPLOYED.

London, December 6th.

A supplementary estimate of £1,070,000 for relief of unemployment has been issued, and is mostly required to meet the cost of labour on the land; improvement of drainage, and loans to local authorities.

BRITAIN'S NAVAL STRENGTH.  
ONE POWER STANDARD MUST BE MAINTAINED.

London, December 6th.

The question of British naval strength as affected by the Washington Treaty was raised in a discussion in the House of Lords, where Lord Lansdowne, stated that definite announcements as regards the laying down of two capital ships, already authorised by Parliament, would be made before the end of the Parliamentary session.

Lord Lee, who recalled that, as one of the signatories to the Treaty, he was most disappointed with the whole position, laid stress on the fact that the laying down of new ships brooked no delay, as the position was affected by the dates specified in the Treaty, and a postponement of building would arouse foreign suspicion.

He insisted on the necessity for maintaining a one-power standard.

The Marquess of Salisbury said he recognised the necessity for an immediate decision, as under the Treaty building must begin, if at all, in the course of the current year, and promised an announcement as early as possible.

Lord Lee expressed satisfaction with the reply.

## INTERESTING COMPARISONS.

London, December 6th.

In the House of Commons, replying to a question, Mr. Amery stated that if the Washington Treaty be ratified the United States will have twenty capital ships of fighting value, Japan ten and Britain 23. If it be not ratified the respective figures will be forty-one, twenty-three and twenty-three.

If the Treaty be ratified, the United States will have three post-Jutland capital ships completed and two building, Japan two completed, and Britain one, namely the Hood, which, however, only partially embodied the lessons of Jutland.

If the Treaty be not ratified, the United States will have three post-Jutland ships completed and 13 building, excluding two battle-cruisers now being converted into aircraft carriers; Japan will have two completed and four building and four projected, and Britain one completed, namely, the Hood.

If the terms agreed on at Washington be carried out he trusted we would maintain at any rate the one-power standard.

## U.S. IMMIGRATION RESTRICTION.

## ALIENS TO BE EXAMINED BEFORE EMBARKING.

Washington, December 6th.

It is expected that President Harding's forthcoming message to Congress will deal with immigration.

The Cabinet has already discussed the problem.

It is stated by the White House that no decision has been reached, but officials believe Mr. Harding will propose the continuation of the present restriction law, with amendments designed to raise the general standard of immigrants.

It is understood that the Secretary of Labour is preparing a plan for the examination of aliens at the ports of embarkation.

## AN AMPHIBIOUS TANK.

## DEMONSTRATION IN AMERICA.

New York, December 6th.

Successful demonstrations with an amphibious tank have been carried out. It attained a speed of thirty miles an hour on the level with rubber-tired wheels; climbed a gradient of one in two and a half, with caterpillar wheels; and crossed the Hudson River with propellers attached to the rear.

It carries a three-inch gun, and a day's supply of ammunition.

Representatives of the War and Navy Departments witnessed the tests.

## SOUTH AFRICAN REBELS.

## EIGHT MEN SENTENCED TO DEATH.

Johannesburg, December 6th.

Eight men found guilty of murder in connection with the attacks during the Rand rebellion on the Bapaia mine, have been sentenced to death.

It was alleged that the defendants of the mine were done to death after they had surrendered.

There was a scene in court before the sentence. The accused vigorously denied their guilt, some being in tears.

One who had turned King's evidence and tried to address the court, was taken out amid exclamations by the accused of "Hear what the guilty man has to say."

## MORE HIGH TREASON TRIALS.

## RISKS CABINET MINISTERS RUN.

Sofia, December 6th.

After a session of fourteen months, the High Court has concluded the high treason trial of members of the Radoslavoff Cabinet, which was functioning on the outbreak of the war.

Judgment has not yet been announced. Simultaneously, trials are proceeding of numerous Cabinet Ministers accused of responsibility for other war disasters, including the Balkan way of 1912.

## BRITISH AEROPLANE DISASTER.

## MILITARY PLANES COLLIDE.

Newport News, December 6th.

Major Gearhart, Captain Doyle and four privates were killed in an aeroplane collision at Langley Field.

Both machines crashed. Two privates jumped out and were killed, and the others were incinerated in the wreckage.

U.S. SHIP SUBSIDY BILL.  
PANAMA CANAL QUESTION.

Washington, December 6th.

It is believed the whole question of free tolls for coasting ships traversing the Panama Canal will be re-opened as a result of Mr. Borah's introduction of a proposed amendment to the Ship Subsidy Bill.

If the Bill be passed at all, the supporters of the free tolls movement are determined that a free tolls clause shall be included.

The Senate Commerce Committee has taken steps to rush the Bill through, but is faced with what is described as an iron-clad filibuster.

## TRADE FACILITIES BILL.

## AN ADVOCATE FOR AUSTRIA.

London, December 6th.

The House of Commons has passed the second reading of the Trade Facilities Bill in accordance with the previous resolution, after Mr. MacDonald had expressed the Labourites' approval, but criticised the Allies' past policy towards Austria.

He pleaded for fair, generous treatment for her.

## IRISH FREE STATE PROCLAMATION.

## HISTORIC EVENT.

London, December 6th.

There was a historic Privy Council at Buckingham Palace this morning, when H.M. the King signed proclamations giving effect to the Irish Free State, and appointing Mr. Healy the first Governor-General.

General Smuts has sent a message congratulating Mr. Cosgrave on the great historic event in Ireland's history.

## FAR EASTERN CABLE NEWS.

## SHANTUNG AGREEMENT.

## FULL TEXT PUBLISHED.

PEKING, December 7th.

The full text of the Shantung agreement, signed yesterday evening, was published this afternoon. It consists of eighteen articles, the principal points of which are:—Japan agrees to transfer the Shantung railway on January 1st, 1923, completing the transfer of railway properties within a month from that date.

China agrees to pay 40,000,000 gold yen, as the value of the railway properties, in treasury notes which will be styled notes of the railway, bearing interest at six per cent, and secured by the revenues of the railway. The railway revenues shall not be used as security for other internal foreign loans, but this does not prevent China raising an internal loan for the purpose of redeeming these notes if it is done by agreement with Japan.

If the railway revenue is insufficient to pay interest on the notes China agrees, to raise the interest from other sources. The treasury notes are freed from all taxation. Japan may transfer the whole or part of the treasury notes if it suits her convenience.

There was also a marked renewal of activity in the exportation of camphor and camphor oils. The factors giving rise to the upward movement in the camphor trade were first the clearing off of accumulated stocks of this staple in America and secondly, the lower level to which the prices of this commodity fell on the market. Camphor exports for the half year amounted to 1,593,000 kin (1 kin=1 and 1/3 pounds) or to 3,376,000 yen. Camphor oil exported during the half year amounted to 1,960,000 kin in quantity and 629,000 yen in value; an increase of 1,401,000 yen over the figures for the corresponding period of last year.

Business enterprise in Formosa was affected by the prevailing dullness. New undertakings were few. While 58 companies were newly organized, representing capital shares amounting to 20,297,000 yen, yet the aims should be taken into consideration the promoters of these new companies had in view. In some cases the object sought was readjustment, in other cases the end in view was to obtain capital, while in some instances the organization effected was simply a transformation of individual enterprises into joint stock companies in order to evade the higher rate of the new tax on individual incomes.

General depression dominates the business situation in the Island. The market for sugar and rice, the two most important products of Formosa, continues dull. The purchasing power of the people generally has been seriously diminished. Business continues to be carried on, under such circumstances, in the face of many difficulties. It is most gratifying on the other hand that readjustment, both in business and industry, is proceeding very favourably in many lines.

## AT THE CORONET.

## "THE FORTUNE TELLER."

An emotional role of extraordinary difficulty is portrayed with distinct and notable success by Marjorie Rambeau in "The Fortune Teller," the splendid Robertson-Cole production which is being shown at the Coronet for the first time to-day.

Miss Rambeau has the part of Renee Browning whose husband divorces her on false grounds and deprives her of the small son to whom she is passionately devoted. Possessing marvellous psychic gifts, she takes up fortune-telling as a profession and to "Madame Renee" comes a young man whom she discovers to be her son. A mere wreck, physically and spiritually, of her former self, she pulls herself together when she discovers that Browning senior is a spoiled, whatever chances of success in life the young man might have had, and she inspires her son without letting her identity become known. Leaving her demoralizing associations behind her, she levers her son in society and business until finally he becomes a successful candidate for political honours and the fiancé of the Governor's daughter. By instilling into him the energy and courage he needed, she achieves her own salvation.

THE BANK OF TAIWAN.  
PRESIDENT'S ADDRESS.

The President of the Bank of Taiwan, Ltd., in his address at the forty-sixth general meeting of the shareholders, said:—

An economic survey of Japan for the first half of the year, ending June 30th, makes it apparent that the period was a time of general depression with inactivity of trade. The high prices remained firm during the six months.

Commodities from foreign markets continued to flow into the country. Indeed, the excess of imports over exports reached the extraordinary sum of 368,000,000 yen. The total amount of our foreign trade for the half year was 1,898,000,000 yen, exclusive of Formosa and Korea, marking an increase over the corresponding period of past year of 467,000,000 yen.

The increase is to be accounted for, in great part, by the large importation of foreign goods which was the direct result of the high prices ruling in our home markets, though the increase has its explanation in part in the activity of the raw silk exports, the total amount of this last being 110,000,000 yen.

The total foreign trade of Formosa (Taiwan) for the half year fell below the trade for the corresponding period of last year. The amount of decrease was 4,843,000 yen. The decrease was in the imports and not in the exports of the Island. The total amount of export trade, for example, was 108,528,000 yen, showing an increase of 1,883,000 yen, while the import trade totalled 65,413,000 yen which marked a decrease of 6,731,000 yen, compared with the corresponding period of last year.

As regards the staple products of Formosa, the total production of raw sugar, for the season 1921-2, aggregated 5,917,000 piculs, an increase of 1,708,000 piculs over the preceding season. Of this total product, 5,367,000 piculs were exported during the half year. While these figures show an increase in the export of raw sugar, amounting to 1,475,000 piculs, over the corresponding period of last year, yet, owing to the downward trend of the market in sugar, there was a decline in value amounting to 3,213,000 yen.

The continuance of favourable weather has led to a forecast of the rice crop at 2,883,000 koku (1 koku=4.86 bushels), as the first estimate. This figure exceeds that of the average crop for the past five years by 196,000 koku. The export of rice during the half year amounted to 209,000 koku or in value to 4,576,000 yen.

In contrast to the depression of trade in Formosa last year, there has been a strong demand in foreign markets for this staple. The improvement in the quality of this product accounts for the revival in the trade. 4,193,000 kin (1 kin=1 and 1/3 pounds) were exported, amounting in value to 2,836,000 yen.

There was also a marked renewal of activity in the exportation of camphor and camphor oils. The factors giving rise to the upward movement in the camphor trade were first the clearing off of accumulated stocks of this staple in America and secondly, the lower level to which the prices of this commodity fell on the market. Camphor exports for the half year amounted to 1,593,000 kin (1 kin=1 and 1/3 pounds) or to 3,376,000 yen. Camphor oil exported during the half year amounted to 1,960,000 kin in quantity and 629,000 yen in value; an increase of 1,401,000 yen over the figures for the corresponding period of last year.

Business enterprise in Formosa was affected by the prevailing dullness. New undertakings were few. While 58 companies were newly organized, representing capital shares amounting to 20,297,000 yen, yet the aims should be taken into consideration the promoters of these new companies had in view. In some cases the object sought was readjustment, in other cases the end in view was to obtain capital, while in some instances the organization effected was simply a transformation of individual enterprises into joint stock companies in order to evade the higher rate of the new tax on individual incomes.

General depression dominates the business situation in the Island. The market for sugar and rice, the two most important products of Formosa, continues dull. The purchasing power of the people generally has been seriously diminished. Business continues to be carried on, under such circumstances, in the face of many difficulties. It is most gratifying on the other hand that readjustment, both in business and industry, is proceeding very favourably in many lines.

Our endeavour has been, in view of the conditions as described, to make concessions wherever the need was most urgent, and at the same time, to exercise a sufficient degree of leniency in the collection of loans keeping in mind all the while the general welfare of business and industry. The highest note issue at any one time during the half year was 40,660,000 yen and the average note issue was 32,015,000 yen. There was an average of 117,000 yen increase over the average issue during the corresponding period of last year. The advances made by the bank on staple products for the half year, 198,218,000 yen in amount, were 60,413,000 yen less than the figures for the corresponding period last year. The figures show a great contraction of credit in the half year just past.

As regards hypothec loans, we had to regret the necessity we were under of deducting many of these loans, owing to the absence of any real improvement in financial conditions among farmers. Nevertheless, at the end of the term under review, the total amount of hypothec loans stood at 19,069,957 yen.

(Continued as foot of next column.)

## THE ARREST OF THE FINANCE MINISTER.

A Peking paper gives the following interesting account of what followed upon the arrest of the Finance Minister in the late Cabinet by an order of the President, given on the solicitation of the Speaker of the House of Representatives:—

Based upon the official investigations of the court and the statements given by the Italian and British Legations and the Italian representatives of the Austrian syndicate, Chief Judge Hsiung Yuan-chi declared yesterday the Minister Lo Wenkan was innocent and the alleged receipt of bribes was groundless. Judge Hsiung submitted a detailed report to the President's Office by telephone and General Li Yuan-hung (the President) then asked Messrs. Wang Tah-shieh and Sun Pao-chi to visit Minister Lo in the detention prison and entreat him to leave the court.

General Li Yuan-hung sent his own car, licensed car No. 1 of the President's Office, to welcome the Minister, with Hwang Kai-ven, Grand Master of Ceremonies, as his personal representative. In addition, Premier Wang Chung-hui, Ministers Kao En-hung and Sun Tan-lin represented the Cabinet. Messrs. Wang Tah-shieh, Sun Pao-chi and Yin Chang, Chief of General Li's aides-de-camp, represented the political circle. All went to the Procuratorate in association with General Hsien-fan, Commander of the Patrols and General Hsueh Chih-hang, Superintendent of Police on behalf of the military circle.

At first Minister Lo refused to leave the court before his case was formally tried, but finally he yielded to the entreaty and persuasion of the representatives who promised that he could go on with his case even if he left the court. At 5.30 Minister Lo motored to the President's Office in the President's car and he was courteously welcomed by General Li standing outside of the Chu Jen Tang. Apologetic expressions were more than once uttered by the poor General, but even then Minister Lo refused to go home. General Li congratulated him because his illegal arrest has been considerably enhanced.

Realizing that Minister Lo refused to go home, General Li asked him to stay temporarily in Chu Jen Tang, but he declined the honour and stayed at the Office of the Ceremonial Department. However, he is still waiting for the settlement of his case by the court through legal procedure.

The domestic strife in China continued unabated during the period and both the Peking and Canton Governments were in extreme financial difficulties. The long drawn out Tientsin controversy having reached a satisfactory settlement, the anti-Japanese feelings of the Chinese people yielded to a friendlier attitude of mind. The change had a very beneficial effect upon trade. The favourable turn in popular feeling in China and reflected in the business done by the branches of our bank in China. During the half year, the total amount of trade between our country and China was 248,000,000 yen, an increase over the corresponding period the previous year of 20,000,000 yen.

The export trade from Japan to India, for the half year under review, amounted to 41,000,000 yen and the import trade from India to 147,000 yen. Compared with the figures of the corresponding period last year, a decrease is found in exports of 7,000,000 yen and an increase in the imports of 28,000,000 yen. Imports from the South Sea Islands reached a total of 79,000,000 yen and the exports to those Islands amounted to 47,000,000 yen. There was an increase in imports of 960,000,000 yen over the figures of the previous corresponding half year, while there was a decrease of 4,500,000 yen in the exports. The explanation of the latter figure, showing a decrease, is in the circumstance that during the World War, Japanese products found a ready sale in those markets, as the only substitutes for European and American products the importation of which into the South Sea Islands was temporarily suspended. With the return of peace, our goods have been largely replaced by European merchandise. Only matches, glass and earthenware, and cotton goods of low grades hold their own, the sale of which continues.

During such a period, our bank spared no effort looking to the encouragement of the production of staple goods in the Island of Formosa.

In continuation of the work of the previous half year, we rendered assistance to a number of industrial concerns in their readjustment. Nor did we neglect measures facilitating trade activities with the South Sea Islands and with South China. Our branches in the home land rendered special service to the export trade, by encouraging its normal activities and by checking, as far as possible, the inflow into the country of pure luxuries. Our London and New York offices, in co-operation with the great banks and bankers in those respective centres, made successful use of cheap funds available in those world money markets, to the advantage of Japanese trade.

The general depression in the spring of 1920, from which there was suffering throughout the world, affected seriously some of our customers. The speedy liquidation of their outstanding obligations to us became difficult. Since 1920, therefore, we have written off, at the end of each term, all doubtful loans. The total loans thus written off amounted to 8,754,328.84 yen. The amount written off from the profits of this term was 1,785,611.06 yen. The doubtful loans, aggregating altogether 10,620,000 yen, have all been cleared off. It is with satisfaction, therefore, that we are able to announce that the position of this bank has been further strengthened, and that, after making a sufficient reserve, we are prepared to declare the usual annual dividend of ten per cent.

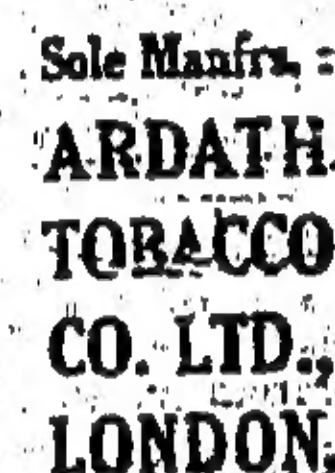


This pure old Whisky has had, since 1745, a great reputation amongst connoisseurs for its mellow flavour, and still maintains a world-wide identical quality.



It is amazing to notice to what an extent the vogue for "fashions" is developed. To be in keeping with the modern movement, a thing must be as thin as it can possibly be made. Every type of purse and vanity case of every type of suit and dressing case, even every type of toilet and toilette bottle with which Madame fits her dressing case or adorns her dressing-table must be slim and flat as the artisans who make such things can produce them. Yet everything must be complete. Bottles must contain the maximum of liquid, suit and dressing cases the maximum of clothes, and purses and vanity cases the maximum of objects. A perpetual source of wonderment to the uninitiated, for every shop, every boutique, de coiffeur and every perfumery shop in Paris is crowded with samples of these creations, each more dainty and elegant than the other. When you open a purse, which you find to be no thicker than an ordinary notebook, you find inside a complete set of pockets for handkerchiefs, tickets

(Continued on foot of next column.)



**THE NEW PENSION PROGRAM**  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**

For a complete description of the new Pension Program, see the book "The New Pension Program" published by the Pension Fund of the American Medical Association, 535 North Dearborn Street, Chicago, Ill. 60610. The book is available for \$1.00 per copy. The book is available in English and Spanish. The book is available in hardcover and paperback. The book is available in large print. The book is available in Braille. The book is available in audio cassette. The book is available in video cassette. The book is available in microfilm. The book is available in microfiche. The book is available in CD-ROM. The book is available in DVD. The book is available in Blu-ray. The book is available in 4K. The book is available in 8K. The book is available in 16K. The book is available in 32K. The book is available in 64K. The book is available in 128K. The book is available in 256K. The book is available in 512K. The book is available in 1024K. The book is available in 2048K. 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The last umbrellas are made in all sorts of colours, although there is a preference for dark shades, as the days draw in and winter approaches. There is, however, a movement in favour of bright shades; and even the umbrellas is chosen in light or some dark tone of tete de negre or raven blue, the dark tone of a bright-coloured border, which is livens up by a bright-coloured border, runs all round the edge, and even finishing the strip of elastic that encircles the umbrella once it is shut.

The military strap that slips over the arm and has prevented, no doubt, so many million umbrellas from being lost, is a thing of the past. The best umbrellas are now provided, instead, with a thick silk cord loop that is run through a hole in the sticks; the cord being weighted with a big cabochon of amber, coral, or crystal, jade or turquoise.

**HONGKONG.**



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5.15 and 9.15 p.m.

PEARL WHITE

in

"A MOUNTAIN WOMAN"

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Topical Budget 581.

3.30 & 7.15 p.m.

"HURRICANE HUTCH"

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Friday, 8th to Sunday, 10th—Episodes, 15 (Final).

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M/S. "Panama"	8th January, 1923.	18th January, 1923.
M/S. "Australien"	10th February.	20th February.
M/S. "Africa"	3rd March.	18th March.
M/S. "Chile"		12th April.

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FIRST FLOOR, 10, DES VOGES ROAD  
CENTRAL.

OVER BANK OF EAST ASIA.  
[1880]

## FINANCE AND UNEMPLOYMENT.

### BANKING SYSTEM ATTACKED.

The members of the Society of British Gas Industries listened to an address by Mr. Arthur Kitson, the president of the Banking Reform League, on the subject of finance and unemployment at their autumn general meeting at the Holborn Restaurant on October 28th. Mr. Kitson attributed the present frightful condition of unemployment to the deflation of currency, and had some things to say of bankers and politicians, but he found his audience unsympathetic, and in the discussion which ensued the contrary view that deflation was the only way to restore prosperity was stoutly maintained by the majority of the speakers.

Mr. Kitson derided orthodox economists as being unable to prescribe any remedy for unemployment, or even to indicate its causes; and declared that it was absurd of politicians to say that it was all due to the war. If that were true, then all the nations engaged in the war would have suffered alike, whereas there was most unemployment in Great Britain and America, the two countries that suffered least in the war. The Labour leaders said it was due to reparations, and to our being too hard upon Germany; but we had had no reparations. Germany had not even paid the cost of the armies of occupation. Nor was it due to the state of the foreign exchanges, for Germany was still able to do business with foreign countries. What, then, was the cause? In March, 1920, Mr. Austen Chamberlain, then Chancellor of the Exchequer, said the Government had set its heart on defeating the currency, and called in the bankers to assist in restricting credit and raising the Bank-rate. From that day the trade slump commenced. Why did the Government pursue such a suicidal policy? It was because of the advice of the Cunliffe Currency Commission—a Commission composed entirely of moneylenders. We had only avoided civil war by the payment of doles to the unemployed, and the people who n'vised stopping the dole were mad. Two million men who fought in the war were not going to starve quickly. The dole was all the penalty which we were paying for deflation of currency and unemployment against revolution. He argued that by deflation our National Debt had been increased from £23,000,000,000 to £16,000,000,000, and our national wealth decreased from £30,000,000,000 to £15,000,000,000, and that we were repaying our national obligations in money twice the value of that loaned to the country. It was a form of robbery so insidious that the average man did not understand it, or know that it was going on; but it would end in the ruin of the country unless it was exposed and unless the people protested against it. Mr. Lloyd George said the credit of the country was going up because the value of the sovereign was increasing, but it was all nonsense. Mr. Lloyd George did not understand the first principles of economics. He was the victim of experts, and they had been fed upon fallacies.

### ADVANTAGES OF INFLATION.

That was it that made for good trade? It was the effective demand for goods, and Germany, though they had gone to extremes and over-reached themselves, had realised that they could not get back trade unless there was a fair distribution of money among the people. The result was that there was not a single unemployed person there. They were playing one of the deepest games ever played, and we were the sufferers. They were paying for raw materials with marks which cost them nothing, and, as a consequence, they were able to invade foreign markets with cheap goods. In making their currency cheap they were perpetrating one of the greatest scandals, with the sanction of the British and other Governments. If we wanted good trade, therefore, we must find some means of distributing money among the people. We were told that we must get back to the gold standard to restore prosperity. There was not a single bank that was solvent on that basis. We were asked to believe that there was a gold basis for all the country's credit. There was not a gold basis for 5 per cent. of it. It was a fraudulent system, and we were in the hands of the moneylenders. There were fifty men in the country who could close down all works, every railway, and coal mine, and paralyse industry simply by refusing credit, and there was no law to compel them to give credit. The banks actually took the public credit, used it as their own, and taxed the public for using it. It was this fraudulent financial system which was the cause of bad times, and he saw no possible chance of getting back to a better state of things unless there were a complete change. There was unemployment in every gold standard country. The only countries not suffering from it were those which had not devalued their currency. Unless this financial problem were solved, and solved rapidly, the country would experience far worse conditions.

### THE "DAILY MAIL" TRUST, LTD.

What is believed to be a record in financial issues was created by the application for debentures in *The Daily Mail* Trust, Limited. Applications were invited for £1,600,000. Seven per cent. Guaranteed Fifteen Year First Mortgage Debenture Stock at 99 per cent. The subscription list was opened at 10 a.m., and closed ten minutes later. The flood of applications was so great that the counting could not be completed on the first day, when the amount had reached the enormous sum of £24,000,000. From this it is obvious that there is plenty of money available at home for sound investments.

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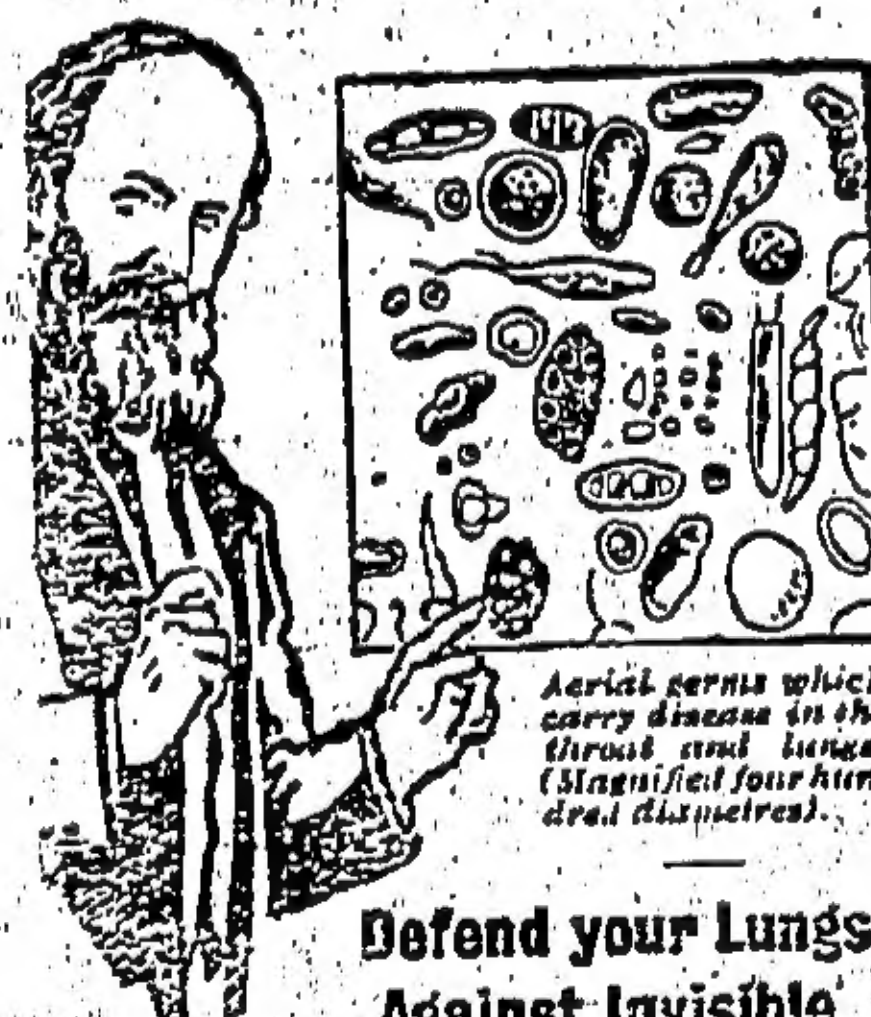
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INFECTION-KILLING TABLETS

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SAILINGS, SUBJECT TO ALTERATION

HAIPHONG via HOIHOW	"MINGSANG"	Friday	8th Dec.	10 a.m.
MANILA	"LOONGSANG"	Friday	8th Dec.	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Saturday	9th Dec.	3 p.m.
BANGKOK via SWATOW	"OHILDA"	Monday	11th Dec.	10 a.m.
TSINGTAU via SWATOW	"HORSANG"	Tuesday	12th Dec.	9 a.m.
SHANGHAI	"HANGSANG"	Thursday	14th Dec.	10 a.m.
TSINGTAU via SWATOW	"MAUSANG"	Thursday	14th Dec.	3 p.m.
SANDAKAN	"KUTSANG"	Monday	18th Dec.	10 a.m.
BANGKOK via SWATOW	"HANGSANG"	Tuesday	19th Dec.	9 a.m.
STRAITS & CALCUTTA	"MAUSANG"	Thursday	21st Dec.	3 p.m.
Kobe	"HORSANG"	Wednesday	3rd Jan.	3 p.m.
STRAITS & CALCUTTA	"MAUSANG"	Wednesday	3rd Jan.	3 p.m.

ALLOUTIA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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"GLENIFFER"	7th Jan.	London, Hull, Antwerp, Rotterdam & Hamburg.
"GLENYARROW"	17th Jan.	Glasgow, London, Hull, Rotterdam & Hamburg.

### HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	7th Jan.	London, Hull, Antwerp, Rotterdam & Hamburg.
"GLENYARROW"	17th Jan.	Glasgow, London, Hull, Rotterdam & Hamburg.

More details are subject to change without notice.

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### IN JAPAN PROPER

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Lake Hotel	Miyako Hotel	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki
Kanazawa	Matsumoto	Nara Hotel	Shimonoseki

### IN TAIWAN (FORMOSA)

Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
Keelung	Yamato Hotel	Yamato Hotel
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## SHIPPING NEWS

## ARRIVALS.

December 28th.  
*Eastern Sailor*, American str., 4,457 tons, Capt. J. Groudhall, from Shanghai, with a general cargo.—Arnhold Bros.  
 December 7th.  
*Arakura*, British str., 3,401 tons, Capt. A. S. Gordon, from Australia, with a general cargo.—Mackinnon, Mackenzie & Co.  
*Holden*, British str., 1,144 tons, Capt. D. T. Lewis, from Dalny, with a general cargo.—W. F. Shing.  
*Hopang*, British str., 1,330 tons, Capt. J. Campbell, from Shanghai, with a general cargo.—J. M. & Co.  
*Kalgan*, British str., 1,378 tons, Capt. D. R. Davies, from Bangkok, with a general cargo.—B. & S.  
*Nagasaki Maru*, Japanese str., 2,107 tons, Capt. S. Ikawa, from Singapore.—N.Y.K.  
*Providence*, Norwegian str., 803 tons, Capt. U. Ulf, from Dairen, with a general cargo.—Kwong Mow Tai.  
*Sun On*, Chinese str., 314 tons, Capt. Kwok On, from K. C. Wan, with a general cargo.—Li Fat S.S. Co.  
*Towa Maru*, Japanese str., 1,785 tons, Capt. T. Kawamura, from Bangkok, with a general cargo.—Y. Sato & Co.

## CLEARANCES.

December 28th.  
*Eastern Sailor*, for Manila.  
*Ho Hing*, for Canton.  
*Howa Maru*, for Hoihow.  
*Proven*, for Swatow.  
*Takura Maru*, for Swatow.  
*Typhoon*, for Saigon.  
*Wasun*, for Shanni.  
 December 7th.  
*Armanetun*, for Saigon.  
*Chung Hing*, for K. C. Wan.  
*Daihoru Maru*, for Keelung.  
*Hera*, for Satagan.  
*Hopang*, for Canton.  
*Hydrangas*, for Swatow.  
*Jaya Maru*, for Singapore.  
*Kwangtuh*, for Shanghai.  
*Mingyung*, for Hoihow.  
*Nagasaki Maru*, for Shanghai.  
*Nippon*, for Shanghai.  
*Providence*, for Canton.  
*Samarang Maru*, for Saigon.  
*Takshing*, for Swatow.

## PASSENGERS.

ARRIVALS.  
 Per s.s. *Arakura*, 28th December 7th, from Australia: Mr. and Mrs. B. Ornstein, Mrs. H. Campbell, Mr. H. Wild, Mrs. E. Blagden, Miss B. Chaucer, Mr. and Mrs. W. H. Wylie, Mr. G. O. Jackson, Mr. and Mrs. A. Agar, Mr. and Mrs. J. Hamilton, Mr. A. Goldstein, Mr. A. Proude, Mr. A. F. Kern.  
 Per N.Y.K. s.s. *Nagasaki Maru*, on December 7th: For Hongkong: Mr. B. Baring, Mr. and Mrs. L. Dreyfus, Mr. A. Findlay Smith, Mr. S. G. W. Hornblow, Mr. and Mrs. B. T. Lewis, Mr. and Mrs. R. Levy, Mrs. M. A. Mackintosh, Miss M. Mackintosh, Dr. and Mrs. C. W. Parr, Miss J. Parr, Mr. D. Ramadas, Miss M. Rodgeway, Miss A. Reed, Rev. and Mrs. S. Ross, Mr. L. Maunias, Mr. H. Tulsido, Mr. and Mrs. E. T. Westly, Mr. G. Sadoomai, Mr. and Mrs. J. M. Nixon.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, from Hongkong on November 17th, arrived at Vancouver on December 4th.  
 The s.s. *Alcinous* (Blue Funnel) for Amsterdam, London and Hamburg, left Shanghai on December 8th, is due here on December 28th, and will be despatched at 4 p.m. on December 11th.  
 The s.s. *Agave* (Blue Funnel) for Boston and New York, left Shanghai on December 6th for this port and Keelung, and is due here on 9th inst. and will be despatched on December 10th, daybreak.  
 The s.s. *Ningchow* (Blue Funnel) left Liverpool on November 30th for Penang, Port Swettenham, Singapore, Hongkong, Shanghai, Kobe and Yokohama, and is expected to arrive at this port on or about January 10th, 1923.

## VESSELS EXPECTED.

C. of Dunkirk (Bank Line), due Dec. 28th.  
 City of York (Bank Line), due Dec. 28th.  
 Diomed (Blue Funnel), due Dec. 23rd.  
 Empress of Australia, due Dec. 14th.  
 Hakozaki Maru (N.Y.K.), due to-day.  
 Keemun (Blue Funnel), due Dec. 22nd.  
 Nagato Maru (N.Y.K.), due Dec. 9th.  
 President Lincoln (P.M.), due Dec. 23rd.  
 President Telford (P.M.), due Dec. 19th.  
 Tamba Maru (N.Y.K.), due Dec. 14th.  
 Theetia (Blue Funnel), due Dec. 28th.  
 Tokushima Maru (N.Y.K.), due to-day.  
 Towa Maru (N.Y.K.), due Dec. 10th.  
 Yoshino Maru (N.Y.K.), due Dec. 14th.

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Messrs. Jardine, Matheson & Co. inform us that we have received telegraphic advice that the passage fares by "Glen" Line vessels have been reduced as follows: From Hongkong to London and vice versa \$24; from Hongkong to Genoa and vice versa \$29. These reductions are to come into force from the 1st January, 1923.

## WEATHER REPORT.

Dec. 7th, at 11.45.—Pressure has decreased moderately at Vladivostok, Weihaiwei and Shanghai, and slightly at Hongkong. It is nearly stationary over Indo-China and the Visayas.  
 The anticyclone has weakened further. The monsoon will be interrupted to the north of Pootow but remain fresh to strong over the N. China Sea.  
 Hongkong rainfall for the 24 hours ending at 10 a.m., 7th Dec., 0.0 inch. Total since January 1st, 68.71 inches, against an average of 82.3 inches.  
 The forecast for the 24 hours ending at noon to-day is as follows:

Direction	Forecast
Hongkong to Gap Rock	N.E. winds, fresh; sea.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamouks	No 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

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 KEELUNG, HONGKONG & HAIPHONG.  
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 For HAIPHONG via Hoihow & Pakhoi  
 s.s. "TAIKWA MARU" on or about 21st Dec.  
 For KEELUNG via Swatow & Amoy  
 s.s. "HOZUI MARU" on or about 31st Dec.  
 For further particulars, please apply to—  
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 SHIMIZUOKA MARU ... Wednesday, 20th Dec., at 11 a.m.  
 YOKOHAMA MARU ... Thursday, 11th Jan., at 11 a.m.  
**MARSHALLS, LONDON & ANTWERP via Singapore, etc.**  
 HAKOZAKI MARU ... Saturday, 9th Dec., at 11 a.m.  
 KITANO MARU ... Wednesday, 20th Dec., at 11 a.m.  
**HAMBURG via LONDON, ROTTERDAM.**  
 LISBON MARU ... Sunday, 10th Dec.  
**LIVERPOOL via MARSHALLS.**

**SYDNEY & MELBOURNE via Manila, etc.**  
 TANGO MARU ... Tuesday, 19th Dec., at 11 a.m.  
 YOSHINO MARU ... Tuesday, 16th Dec., at 11 a.m.  
**NEW YORK & BOSTON via PANAMA.**  
 DUBAN MARU ... End of December.  
**BUEEN AIRES via Singapore, Delagoa Bay, Durban & Cape Town.**  
 SOMBAY via Singapore and Odombho.  
 NAGATO MARU ... Sunday, 10th Dec.  
 TAKAKA MARU ... Friday, 15th Dec.  
**CAIRO via Singapore, Penang & Rangoon.**  
 TOKUSHIMA MARU ... Saturday, 9th Dec.  
 CYLON MARU ... Tuesday, 19th Dec.  
**NAGASAKI, KOBE & YOKOHAMA.**  
 YOSHINO MARU ... Friday, 16th Dec., at 11 a.m.  
**SHANGHAI, KOBE & YOKOHAMA.**  
 NAGASAKI MARU ... Friday, 8th Dec., at noon.  
 For further information apply to— **NIPPON YUSEN KAISHA.**  
 Telephone: Central Nos. 292 & 293. K. KAMEI, Manager.

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 U.S.S. "Apus" ... Due Hongkong 25th Jan.  
 Leave Hongkong 27th Jan.

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U.S.S. "Apus" ... Due Hongkong 10th Dec.  
 Leave Hongkong 11th Dec.  
 U.S.S. "Apus" ... Due Hongkong 28th Dec.  
 Leave Hongkong 29th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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TJILWONG	AMOI	17th Dec.	18th Dec.	BATAVIA via BANKA & BILTON
TJIKINI	AMOI	23rd Dec.	24th Dec.	KATANGAR & SOERABAYA

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S.S. "ROEPAT" ... about 19th December, 1922.

S.S. "SCHIEDYK" ... about 16th January, 1923.

Sailings to Europe.

Steamers	For	Sailing on or about
"OUDERKERK" ...	Rotterdam, Amsterdam, Hamburg & Bremen	9th Dec.
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"ROEPAT" ...	Rotterdam, Amsterdam, Hamburg & Bremen	Begin Feb.

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"CITY OF PARIS" ... 23rd Dec. ... Marseilles & London.  
 "CITY OF YORK" ... 14th Feb. ... Marseilles & London.  
 "CITY OF SIMLA" ... mid. March ... Marseilles & London.  
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ANDRE LEBON	16th Nov.	10th Dec.	24th Jan., 1923.
AMBOISE	24th Nov.	29th Dec.	29th Jan., "
CORDILLER	1st Dec.	5th Jan.	5th Feb., "
ANGKOR	15th Dec.	19th Jan.	20th Feb., "
ANGERS	29th Dec.	2nd Feb.	5th March, "

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 "HAIHONG" ... Capt. W. C. Parnmore ... Tuesday, 12th Dec., at 1 p.m.  
 "HAICHING" ... Capt. J. S. Thomson ... Friday, 15th Dec., at 1 p.m.

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S.S.	Tonnage	From Hongkong (about)	Destination
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"KAREGAR"	6,000	27th Dec.	Bombay, Mar. 1, 1923, & A.werp.
"DARBY"	7,300	10th Jan.	Marseilles, London & Antwerp
"BARDINIA"	6,500	18th Jan.	do
"NELORE"	6,500	25th Jan.	do
"DELTA"	8,000	7th Feb.	do
"KHIVA"	9,000	21st Feb.	do
"MORWA"	1,000	7th Mar.	Bombay, Mar. 1, 1923, & A.werp.
"KARHIM"	18,841	21st Mar.	Marseilles, London & Antwerp
"DONGOTA"	8,000	4th Apr.	do
"NANKIN"	7,000	18th Apr.	do
"KARMALA"	8,900	2nd May	do
"KARHAR"	8,900	16th May	do
"NYANZA"	7,000	30th May	do

**BRITISH INDIA - APCAR SAILINGS**

"TORILLA" 5,500 19th Dec. Singapore, Penang & Calcutta.  
 "JAPAN" 5,000 27th Dec. Singapore, Penang & Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**  
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 "JAPAN" 5,000 11th Dec. D.L. Amoy, Kobe & Moji.  
 "BARDINIA" 6,500 18th Dec. Shanghai & Japan.

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Monthly direct service via Singapore and Port Said.

"SHUNKO MARU" ... Saturday, 16th Dec.

BURNES, AILES, RIO DE JANEIRO, SANTO, DUREAN &amp; SINGAPORE ... 9th Jan. 1923.

CAPE TOWN, BAIGON &amp; SINGAPORE ... 9th Jan. 1923.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BURMA MARU" ... Thursday, 21st Dec.

"ANDES MARU" ... Monday, 25th Dec.

BAIGON, HANGKOK &amp; SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" ... Monday, 1st Jan., 1923.

CALCUTTA via SINGAPORE &amp; RANGOON.

"VICTORIA" VANCOUVER, SEATTLE &amp; TACOMA—via Dairen—Tailing cargo to OVERLAND PORTS USA &amp; CANADA—Passenger Service.

"ALABAMA MARU" ... Thursday, 21st Dec.

NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama and Oahu Port.

"HAMBURG MARU" ... Friday, 8th Dec.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe &amp; Yokohama.

"KAWA MARU" ... Tuesday, 19th Dec.

KEELUNG, SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.

"KAWA MARU" ... Every Sunday, 10 a.m.

TAKAO via SWATOW &amp; AMOY.

"SOSHU MARU" ... Thursday, 14th Dec.

For sailing dates and further particulars please apply to—

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Regular Sailings to Boston and/or New York by fast freight steamers.

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S.S. "GOTHIC PRINCE" ... End of December

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For	Steamer	To Sail
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AMOI & SHANGHAI	"TAIFONG"	On 10th Dec., D.L.
SHANGHAI & HAIPHONG	"TEAR"	On 10th Dec., 10 a.m.
SHANGHAI & TSINGTAO	"TINGCHOW"	On 12th Dec., D.L.
SWATOW & HANGKOK	"KALGAN"	On 12th Dec., 10 a.m.
TIENTSIN	"KUEICHOW"	On 12th Dec., 4 p.m.
MANILA, CEBU & ILOILO	"PAMING"	On 12th Dec., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 13th Dec., 10 a.m.
AMOI & SHANGHAI	"SUIYANG"	On 14th Dec., D.L.
SHANGHAI & TSINGTAO	"SUNNING"	On 14th Dec., D.L.
HOIHOW & HANGKOK	"LINAN"	On 16th Dec., 10 a.m.
SHANGHAI & PUKOW	"LUCHOW"	On 17th Dec., D.L.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wuchang.

HANGKOK LINE—Regular weekly service leaving Hangkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

TELEPHONE CENTRAL 33. (JOHN SWIRE &amp; SONS, LTD.) Agents.

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, 13-15, Des Voeux St., Ltd.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila & Australian Port.
"TAIYUAN"	2nd Dec.	8th Dec.
"CHANGSHA"	30th Dec.	4th Jan.

The Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Transvaal Ports!

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

(JOHN SWIRE &amp; SONS, LTD.) Agents.

**DODWELL & CO., LIMITED.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

"WRAY CASTLE" ... sailing on or about 18th December.  
 "BOWEN CASTLE" ... sailing on or about Middle January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FUMEs having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

"FIUME" ... sailing on or about 18th January.

FOR BRINDISI, VENICE &amp; TRIESTE

"NIPPON" ... sailing on or about 26th December.  
 "FIUME" ... sailing about half of January.

Passengers' Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA to SOUTH AFRICAN PORTS

"UMONA" ... sailing on or about 10th December.  
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Agents.

**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports U.S. \$60.00 50 First Class

Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA, etc., to HONOLULU

S.S. "PRESIDENT TAYLOR" ... Dec. 27th ... Arrives SAN FRANCISCO  
 S.S. "PRESIDENT LINCOLN" ... Jan. 2nd, 1923 ... Jan. 24th, 1923.  
 S.S. "PRESIDENT CLEVELAND" ... Jan. 23rd, 1923 ... Feb. 12th, 1923.

This steamer proceeds homeward via Manila and thence direct to Shanghai and usual ports.

Sailings and Fares subject to change without notice.

**HONGKONG-MANILA SERVICE**

S.S. "PRESIDENT TAYLOR" ... Leave Hongkong ... Arrives MANILA  
 S.S. "PRESIDENT LINCOLN" ... Dec. 27th ... Dec. 28th.  
 S.S. "PRESIDENT CLEVELAND" ... Jan. 2nd, 1923 ... Jan. 17th, 1923.

**HONGKONG-CALCUTTA SERVICE**

From CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "JACOB" ... Dec. 31st

**TAMPA/INTER-OCEAN S.S. CO.**

For SAVANNA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE &amp; NEW YORK.

S.S. "PATRICK HENRY" ... Dec. 9th  
 S.S. "JACOB" ... Dec. 28th  
 S.S. "HENRY" ... Feb. 6th, 1923

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Savannah, Ga. 312, TAMPA, FLA. 200, BALTIMORE, MD. 100, NEW YORK, N.Y. 100.

Agents: Messrs. Guthrie &amp; Co., Ltd., 11, George Street, Hongkong.



**COMMERCIAL**  
**OPENING QUOTATIONS**

		<b>7th December, 1921.</b>	
<b>O. LONDON.—</b>			
Telegraphic Transfer ..	—	—	3/4
Bank Bill, on demand ..	—	—	3/4 3/16
Bank Bill, at 30 days sight ..	—	—	—
Bank Bill, at 4 months' sight ..	—	—	3/4
Credit, at 4 months' sight ..	—	—	3/8 7/16
Documentary Bill, at 4 months'	—	—	—
sight ..	—	—	2/5 9/16
<b>ON PARIS.—</b>			
Bank Bill, on demand ..	—	—	7/8
Credit, 4 months' sight ..	—	—	8/5
<b>ON NEW YORK.—</b>			
Bank Bills, on demand ..	—	—	5 1/2
Credit, at 30 days sight ..	—	—	5 1/2
<b>ON BOMBAY.—</b>			
Telegraphic Transfer ..	—	—	—
Bank Bill, on demand ..	—	—	17 1/2
<b>ON CALCUTTA.—</b>			
Telegraphic Transfer ..	—	—	—
Bank Bill, on demand ..	—	—	17 1/2
<b>ON SHANGHAI.—</b>			
Bank Bill, at sight ..	—	—	—
Private, 30 days sight ..	—	—	11 1/2
<b>ON YOKOHAMA.—On demand ..</b>			
..	—	—	10 1/2
<b>ON MANILA.—On demand ..</b>			
..	—	—	10 1/2
<b>ON NINGPOO.—On demand ..</b>			
..	—	—	13 1/2
<b>ON HATYONG.—On demand ..</b>			
..	—	—	nom
<b>ON HAIPHONG.—On demand ..</b>			
..	—	—	8 1/2
<b>ON HANKOW.—On demand ..</b>			
..	—	—	8 3/8
<b>SOVEREIGNS.—Bank's Buying rate</b>			
Gold Leaf 100 fine per tael ..	—	—	3 3/4
B.A. Silver per oz. ..	—	—	—

			Percent	
Longkong	15	cost	80.8	premium
Longkong	10		1.00	Discount
Longkong	20		26.20	
Longkong	18		9.00	

**HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

**Head Office, Hongkong.**

Paid-up Capital	...	...	...	£30,000,000
Reserve Funds	...	...	...	
Selling	...	...	...	\$4,500,000
Silver	...	...	...	\$2,500,000
Reserve Liability of Proprietors	...	...	...	\$30,000,000

**Court of Directors:**  
**G. M. DOWELL, Esq.,—Chairman.**  
**Hon. Mr. A. O. Lang,—Deputy Chairman.**  
**J. G. M. Bernard, Esq. Hon. Mr. R. V. D. P.**  
**M. Bowen-Smith, Esq. W. L. Pattenden, Esq.**  
**T. M. Ekins, Esq. H. P. White, Esq.**  
**R. H. Holyoak, Esq.**

Chief Manager :  
HON. MR. A. G. STEPHEN.  
—  
Manager: Hongkong—A. H. BARLOW, Esq.  
Manager: Shanghai—G. H. SMITH, Esq.  
—

Swatow, Amoy and Foochow ...	Haifong ...	Fri day, 8th	11.00
Philippine Islands ...	Talithybin ...	Saturday, 9th	10.00
Shanghai ...	Tyondara ...	Saturday, 9th	10.00
Strait, Calcutta & Aden ...	Utang ...	Sun day, 9th	1.00
Shanghai ...	Sietia ...	Saturday, 9th	8.00
Amoy ...	Aisay ...	Saturday, 9th	9.00
Swatow, Amoy, and Keelung ...	Kayo Maru ...	Sunday, 10th	9.00
Pakhoi and Raiphong ...	Tan ...	Sunday, 10th	8.00
Swatow and Bangkok ...	Chidar ...	Monday, 11th	5.00
Shanghai ...	Yingchow ...	Monday, 12th	8.00
Swatow and Bangkok ...	Kalgan ...	Tuesday, 13th	N
Swatow, Amoy and Foochow ...	Hakong ...	Tuesday, 13th	N
Philippine Islands ...	Taiming ...	Tuesday, 15th	2.00
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VICTORIA, B.C., due Victoria, B.C. 3rd Jan, 1923	Pres Jackson ...	Wednesday, 13th Registration Letters	5.00 5.00 N
Swatow, Amoy and Foochow ...	Haiching ...	Fri day, 15th	8.00
Philippine Islands, Australia & New Zealand, via Thursday Islands—due Thursday Islands 30th Dec.	Tango Maru ...	Tuesday, 19th Registration Letters	9 9 9
Philippine Islands ...	Pres Jefferson ...	Wednesday, 20th	8

**CURRENT ACCOUNTS** opened in local CURRENCY and FIRED DEPOSITS received for one year or shorter periods local CURRENCY and Starting on terms which will be quoted on application.

Hongkong, 14th November, 1922.

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**HONGKONG SAVINGS BANK**

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THE business of the above Bank is conducted at  
HONGKONG & SHANGHAI

by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed on Minimum Monthly Balances at  $\frac{1}{2}$  per cent annum.  
For the HONGKONG & SHANGHAI BANKING CORPORATION

CORPORATION,  
 A. G. STEPHEN,  
 Chief Manager  
 Hongkong, 14th November, 1922.  
 CHARTERED BANK OF INDIA

**AUSTRALIA & CHINA.**  
**INCORPORATED BY ROYAL CHARTER,**  
**HEAD OFFICE—LONDON.**  
 Paid-up Capital £100,000 £100,000 £100,000 £100,000 £100,000

Reserve Fund	...	...	...	...	...	...
Reserve Liability of Proprietors	...	...	...	...	...	22.0
-----						
<b>FOREIGN EXCHANGE</b>						and 6
Banking business transacted.						
<b>CURRENT ACCOUNTS</b>						opened
<b>FIXED DEPOSITS</b> received						for 1 y.

shorter periods at rates which will be  
an application.  
J. L. CROOK  
Manager  
Hongkong, March 20th, 1931.

NEDERLANDSCHE HAND  
MAATSCHAPPELI.  
(NEDERLANDS TRAINING SOCIETY)

Established 1894.

A. Capital	...F. 108,000,000	\$3
Paid-up Capital	...F. 80,000,000	\$2
Reserve Fund	...F. 19,445,300	\$1
Special Reserve	...F. 23,460,000	\$1

Head Office: Amsterdam.

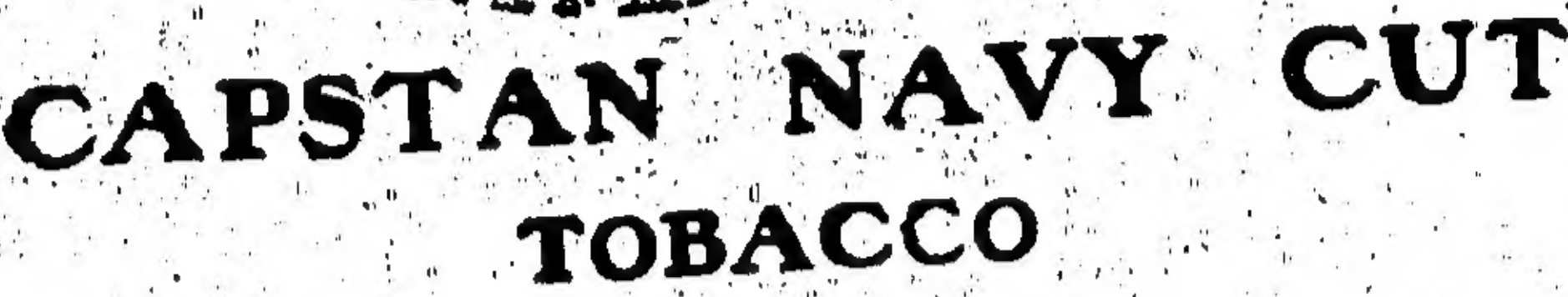
Branches at  
The Hague.—Rotterdam.  
Head Agency.—Batavia.  
—BRANCHES—  
Bandjermasin Macassar Singapore  
Bandoeng Medan Soera

Bombay	Padang	Sourabaya
Calcutta	Palembang	
Cheribon	Pangkalang	Tekong
Djember	Peking	
Djakarta	Pontianak	Tegay
Kobe	Rangoon	Tokio
Kota Bharu	Samarang	Tylo

**Correspondence at Colombo, Madras,  
Bombay, Hongkong, Haikow, Haphong,  
Amoy, Yokohama, Malacca, Singapore,  
Yok, San Francisco, etc., etc.**

The Bank buys and sells and pays collection bills of Exchange, issues credit on its Branches and corresponds with all the Banks on the Continent, in Great Britain and Australia and transacts business of every description.

Hongkong, September 4th, 1924.



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE BANK OF EAST ASIA,  
Limited.

**HEAD OFFICE—**  
No. 10 Des Voeux Road C, HONGKONG  
Established 1919.

Authorized Capital \$10,000,000.  
Paid-up Capital 5,000,000

**DIRECTORS:**  
**Mr. Fung Wai Ting, Chairman,**  
**Mr. Chow Shou Sen,**  
**Mr. Li Koon Chan,**  
**Mr. Ho Ping Shun,**  
**Mr. Kaa Ying P,**  
**Mr. Mok Ching**

Mr. P. K. Kwok.	Mr. Wong Yun
Mr. Kan Chia Sam.	Mr. Chan Ching
Mr. Hayah Tai,	Mr. Ng Chang
Chief Manager	Mr. Kan Foa
Asst. Manager	Mr. L. Tse
	AGENCIES

**BRANCHES**  
LONDON  
PARIS  
SHANGHAI  
KOBE  
NAGASAKI  
SINGAPORE  
NEW YORK  
SAN FRANCISCO  
YOKOHAMA  
SAIGON  
PENANG  
HANKOW  
BATAVIA

TIENTSIN  
MANILA  
SAMARANG  
CALCUTTA  
BATAVIA  
SOURABAYA  
BOMBAY  
CANTON

London Branch:—The London Joint City and  
Bank, Ltd.

Every description of Bank  
Exchange business transacted,  
and securities

granted on approved security.  
Interest allowed on Current Deposit Account at  
Two per cent. per annum on Savings Account Five  
per centum, and on Fixed Deposits at the following:  
For 3 months at the rate of 3 per cent. per annum  
For 6 months at the rate of 4 per cent. per annum  
For 12 months at the rate of 5 per cent. per annum

**KAN TONG**  
Chief M.

Hongkong, March 8th 1903.

**THE YOKOHAMA SPECIE LIMITED.**

Capital (fully paid up) ..... Yen 10  
Reserve Fund ..... Yen 1

HEAD OFFICE TOKYOYAMA.		
Branches and Agencies at		
Batavia	Kobe	Sourabaya
Bombay	London	Yangon
Buenos Ayres	Lyons	Hankow
Calcutta	Los Angeles	Seattle
Chungking	Manila	Shanghai

Dairen (Daiay)	Nagasaki	Yokohama
Langkian	Nagoya	Shimonoseki
Hakden	Newchwang	Singapore
Hankow	Osaka	Tientsin
Hankow	New York	Tokyo
Hongkong	Peking	Tientsin
Hankin	Rio de Janeiro	Tientsin
Hankin	Saitama	Vladivostok

Interest allowed on Current Account  
Deposits received for fixed period  
rates to be obtained on application.  
T. NISHIYAMA  
M.  
11th September, 1922.

Printed and Published by H. K. PEARCE, LTD., at 10, Desford Office, 131, Fleet Street.

Capital Subscribed	100	000	Yen 60,000
Capital (Paid-up)	100	000	" 53,600
Reserve Funds	100	000	" 12,180

CHINA—Shanghai, Hankow, Kinkian,  
Foochow, Swatow, Canton.  
OTHERS—Hongkong, Bangkok, N.  
Borabaya, Samarang, Batavia.

Manchuria, Tsingtau, Japan, Indo-China, India, Philippine Islands, Java and other Indies, Australia, America, &c.  
Interest allowed on Current Accounts.  
Fixed Deposits at rates which will  
on application.

Head Office: 24, Boulevard Haussmann

Subscribed Capital... Frs. 72,000  
Paid-up Capital ..... Frs. 62,400  
Reserves Funds ..... Frs. 63,547

**BANKERS,**  
**IN FRANCE, Comptois National**  
**de Paris, Crédit Lyonnais**  
**de Paris et de Pays-B**

French American Banking  
Guaranty Trust Co. of New  
Interest allowed on Current AA  
Fixed Deposits according to annual  
Every description of banking  
business transacted.

100